BookletChart™

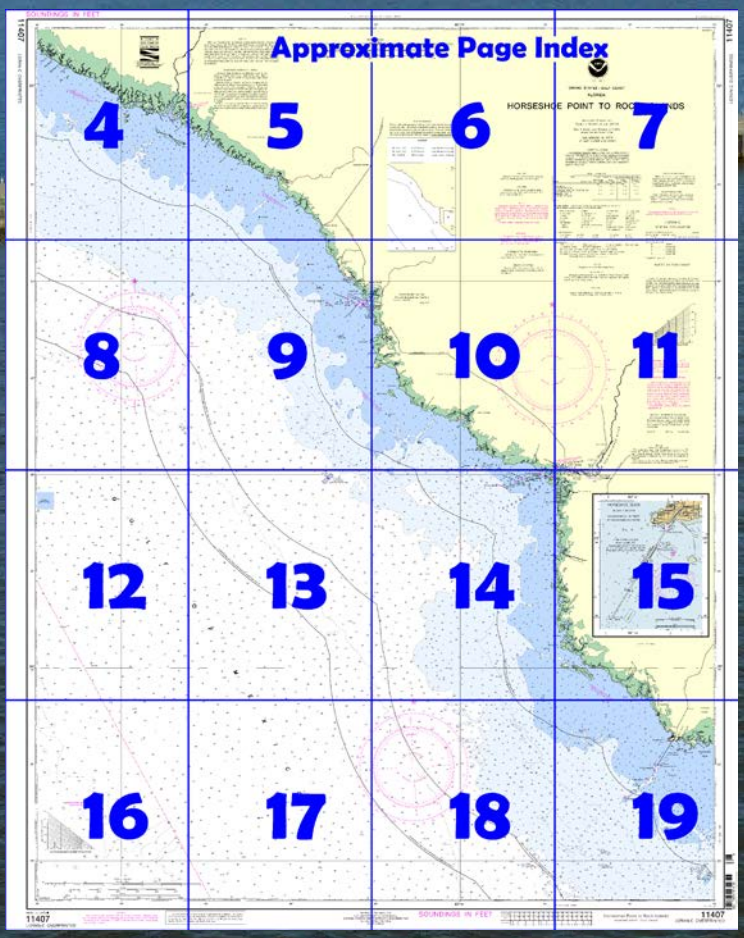
Horseshoe Point to Rock Islands

NOAA Chart 11407

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

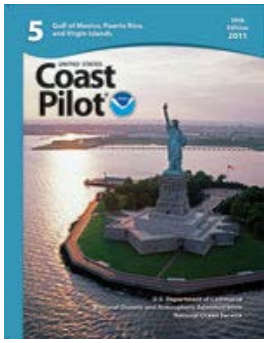
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11407.



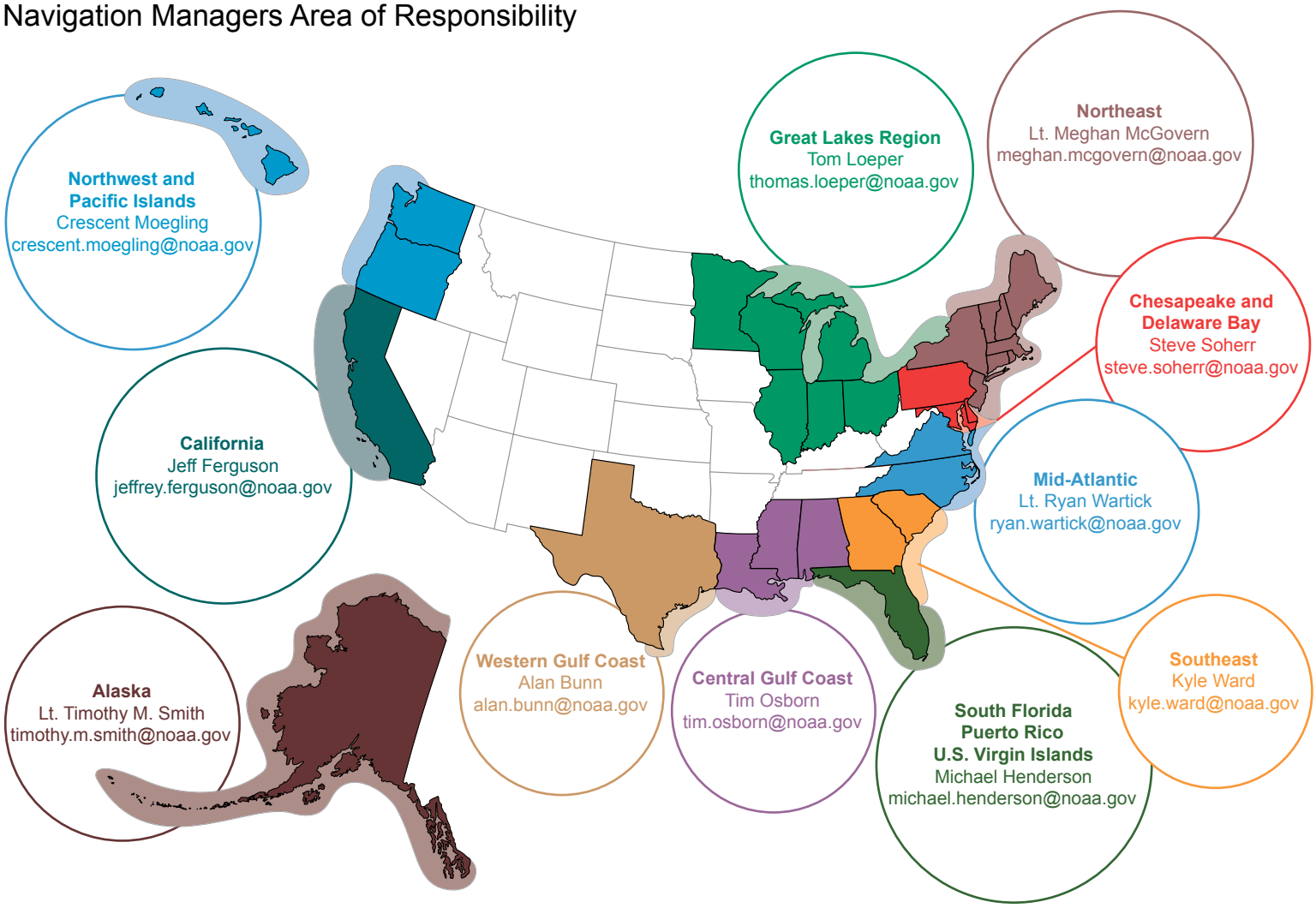
(Selected Excerpts from Coast Pilot)

Horseshoe Beach is a village on **Horseshoe Point**, which is 5 miles WNW from Shired Creek. The village has a seafood packing plant, several fish wharves, a county wharf, and is a shrimp boat base. State Route 351 connects the village with **Cross City** on U.S. Route 19, the main coastal highway.
Horseshoe Beach Approach Light 2 (29°23'16"N., 83°20'24"W.), 16 feet above the water and shown from a dolphin with a triangular red daymark, marks the approach. A dredged channel leads from the Gulf to a turning basin at the 100-foot marginal county wharf. In 2008, the controlling depth in the channel was 2.2 feet (2.7 feet at midchannel) with depths of 2 to 3 feet available in the basin. The channel is marked by lights and daybeacons. A branch channel leads from the turning basin around Horseshoe Point to a basin on the N side of the point. This channel is marked by private stakes.
Spoil banks are on either side of the entrance channel about in the middle of the dredged cut. In 1981, a sunken wreck was reported about 3.5 miles SSW of the entrance light in about 29°20'N., 83°22'W. A fish haven is about 6 miles SE of the entrance light. There are fish wharves on a dredged basin that extends about 1,000 feet NE from the E end of the turning basin. There is a boatyard at the head of the basin with a marine railway that can handle craft up to 50 feet for hull and engine repairs. Berths, gasoline, diesel fuel by truck, wet and dry covered storage, water, ice, marine supplies, and a launching ramp are available.
Pepperfish Keys, about 5 miles NW of Horseshoe Point, are the only features that a stranger can recognize between Cedar Keys and St. Marks River. Pepperfish Keys are 0.3 to 1 mile off the mainland and can be made out at a distance of 5 to 6 miles. The white sand beach on the northwesternmost key is easily identified. Protected anchorage is available for small craft N of this key where depths are 3 to 10 feet and the bottom is sand with patches of boulders. The approach to the anchorage is through an unmarked channel that extends in an ESE direction. Boats of less than 3 feet in draft can enter by keeping in dark water; the shoals are discernible by lighter color.
Steinhatchee River empties into **Deadman Bay** about 15 miles NNW of Horseshoe Point.**Steinhatchee River Light 1** (29°39'24"N., 83°27'24"W.), 30 feet above the water and shown from a pile with a square green daymark, marks the entrance. A dredged channel leads through Deadman Bay to a turning basin at the seafood plants on the S bank of the river about 2 miles above the mouth. In 1999, the controlling depths were 3½ feet (5½ feet at midchannel) to the turning basin, thence 1 to 4 feet in the S half and 4½ to 6 feet in the N half of the basin. Lights and daybeacons mark the channel..
Steinhatchee is a small village and fishing resort on the N bank of the river about 1.2 miles above the mouth. It is the base for a commercial fishing fleet. There are marinas with boat lifts and several fish camps. Craft up to 23 feet can be handled for hull and engine repairs, or open or covered storage. Berths, electricity, gasoline, diesel fuel, water, marine supplies, ice, provisions, and launching ramps are available. On the S bank of the river about 0.5 mile above Steinhatchee are seafood packing plants and two private boatyards. Craft up to 50 feet can be handled in an emergency.
Dallus Creek, 5 miles NW from Steinhatchee River, has a bar across its mouth that bares at low water. Small boats of not more than 2 feet in draft use the creek as far as **Dallus Creek Landing** a mile above the mouth, where a road connects with the main highway.
The pine trees on **Piney Point**, 10 miles NW from Steinhatchee River, are visible from well offshore on a clear day. Several small villages N of Piney Point have roads connecting with State Route 361 and the U.S. Route 19 coastal highway, but offer no supplies. The village of **Fish Creek** is 0.5 mile above the mouth of Fish Creek, 2 miles N from Piney Point.
Dallus Creek, 5 miles NW from Steinhatchee River, has a bar across its mouth that bares at low water. Small boats of not more than 2 feet in draft use the creek as far as **Dallus Creek Landing** a mile above the mouth, where a road connects with the main highway.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

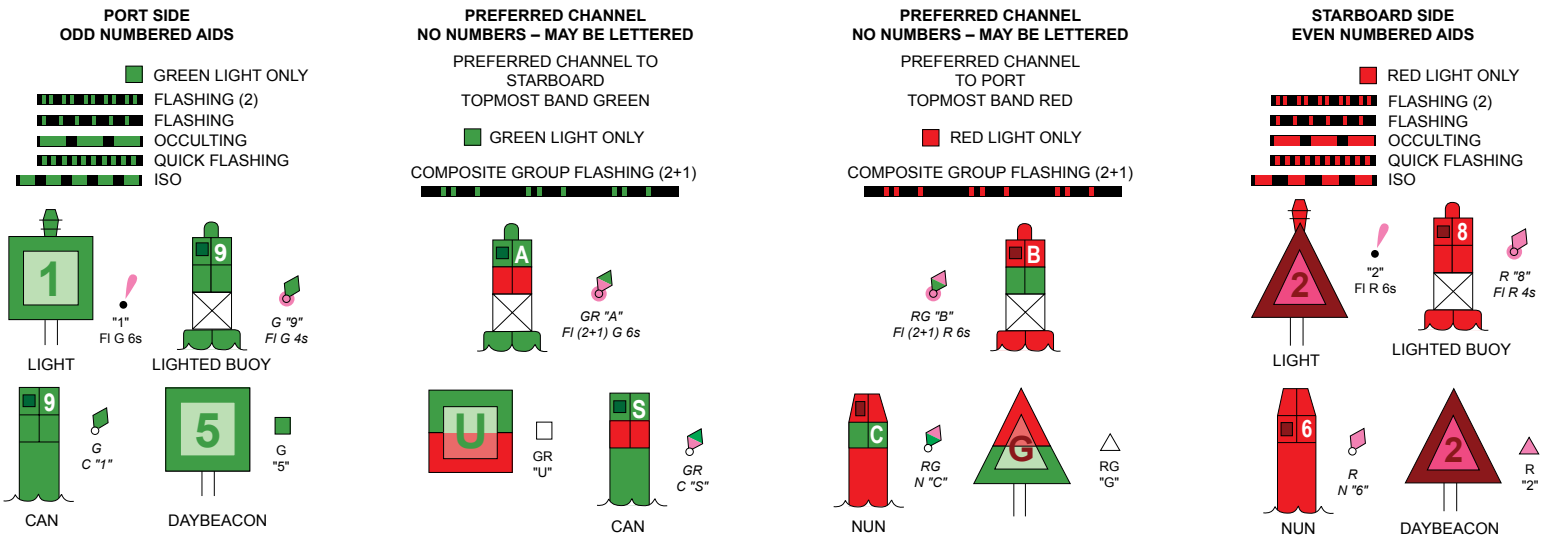


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

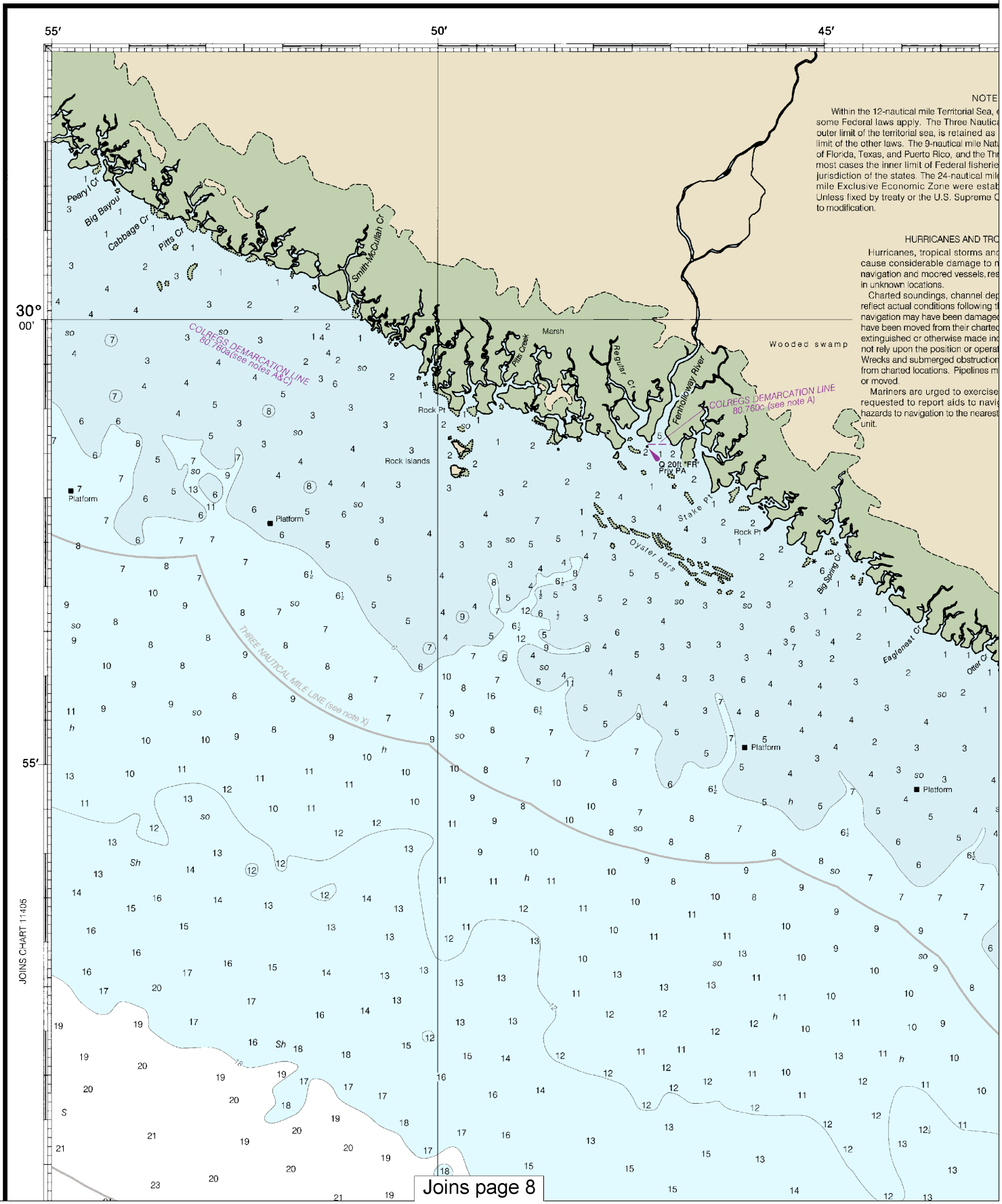
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET



NOTE

Within the 12-nautical mile Territorial Sea, some Federal laws apply. The Three Nautica outer limit of the territorial sea, is retained as limit of the other laws. The 9-nautical mile Nat of Florida, Texas, and Puerto Rico, and the Th most cases the inner limit of Federal fisherie jurisdiction of the states. The 24-nautical mil mile Exclusive Economic Zone were estab Unless fixed by treaty or the U.S. Supreme C to modification.

HURRICANES AND TRO

Hurricanes, tropical storms and cause considerable damage to n navigation and moored vessels, res in unknown locations.

Charted soundings, channel dep reflect actual conditions following t navigation may have been damage have been moved from their charte extinguished or otherwise made ina not rely upon the position or operat Wrecks and submerged obstructio from charted locations. Pipelines m or moved.

Mariners are urged to exercise requested to report aids to navi hazards to navigation to the nearest unit.

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

40′ 35′ 83°30′

E X
, established by Presidential Proclamation,
ical Mile Line, previously identified as the
s it continues to depict the jurisdictional
atural Resource Boundary off the Gulf coast
Three Nautical Mile Line elsewhere remain in
ies jurisdiction and the outer limit of the
ile Contiguous Zone and the 200-nautical
ablished by Presidential Proclamation.
Court, these maritime limits are subject

ROPICAL STORMS
nd other major storms may
marine structures, aids to
esulting in submerged debris

epths and shoreline may not
these storms. Fixed aids to
ed or destroyed. Buoys may
ed positions, damaged, sunk,
inoperative. Mariners should
ration of an aid to navigation.
ons may have been displaced
may have become uncovered

se extreme caution and are
vigation discrepancies and
st United States Coast Guard

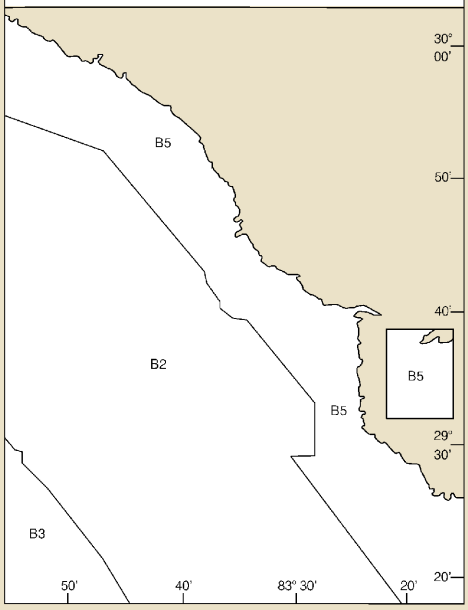
SCALE 1:80,000
Nautical Miles
1 ½ 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000
Meters
1000 0 2000 4000 6000 8000 10000

Wooded swamp
Marsh
Q 15ft "SW" Priv PA
Spring Warrior Cr
Little Spring Cr
Yates Cr
COLREGS DEMARCATION LINE 80.760a (see notes A & C)
Platform
LOOKOUT TOWER
State Hy No 361
Adams Beach
Dekle Beach
Live Oak Pt
Jug
Platform

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot

SOURCE		
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

40′ 35′ 83°30′

SCALE 1:80,000

Nautical Miles

1 ½ 0 1 2 3 4 5 6 7

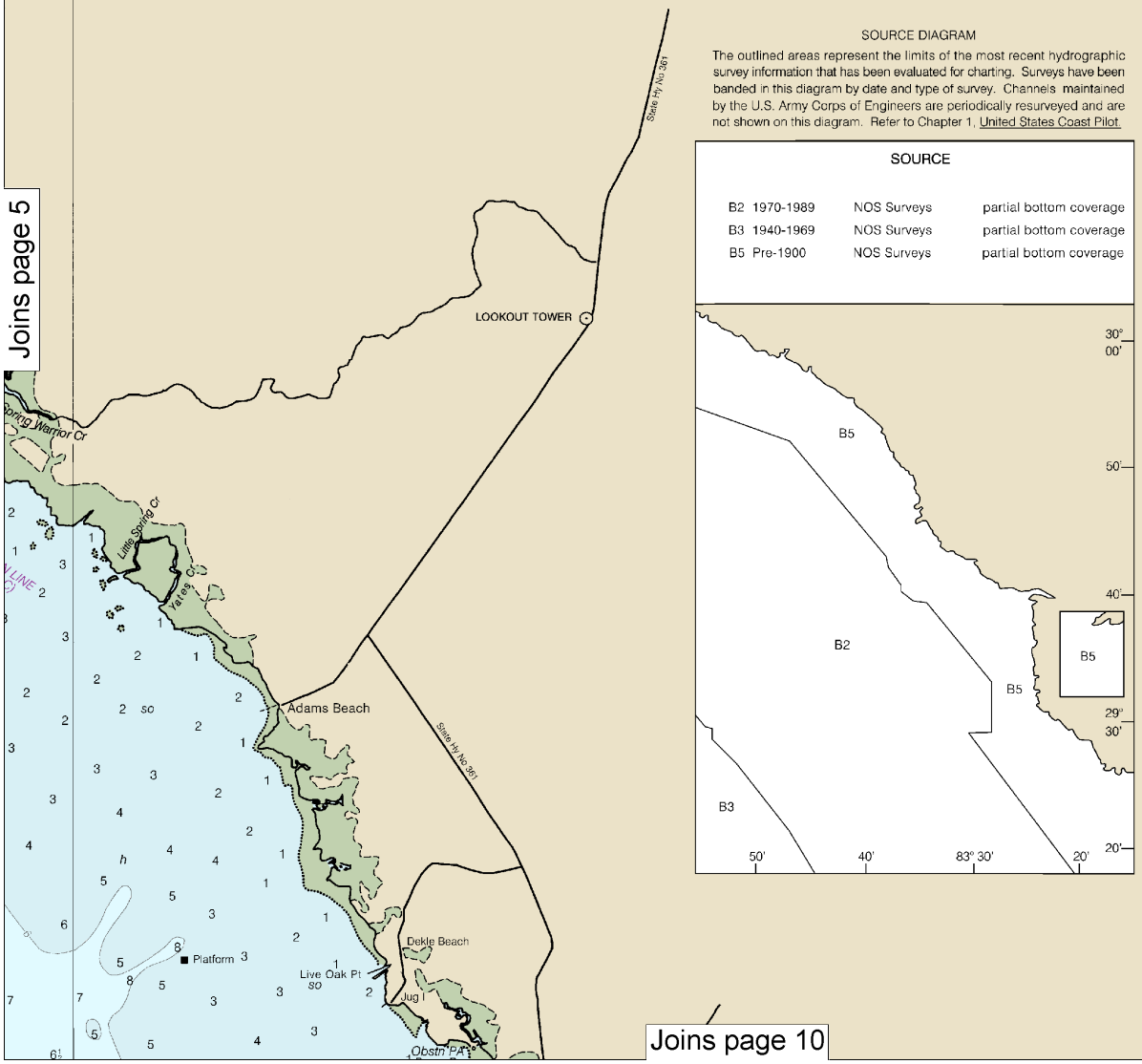
Yards

1000 0 2000 4000 6000 8000 10000

Meters

1000 0 2000 4000 6000 8000 10000

Joins page 5



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SOURCE		
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage

Joins page 10

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

11407

25′ 20′ 15′

30°03′00.8″N

83°15′00″W

30° 00′

55′

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

FLORIDA

HORSESHOE POINT TO ROCK ISLANDS

Mercator Projection
Scale 1:80,000 at Lat. 29°40′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

CAUTION

roved channels shown by broken lines are t to shoaling, particularly at the edges.

CAUTION

emporary changes or defects in aids to tion are not indicated on this chart. See Notice to Mariners.

NOTE A

ion regulations are published in Chapter 2, U.S. 5. Additions or revisions to Chapter 2 are pub- Notice to Mariners. Information concerning the ay be obtained at the Office of the Commander, uard District in Miami, Florida, or at the Office t Engineer, Corps of Engineers in Jacksonville,

charted regulation section numbers.

WARNING

e prudent mariner will not rely solely on ngle aid to navigation, particularly on g aids. See U.S. Coast Guard Light List .S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

onsult U.S. Coast Pilot 5 for important lemental information.

AIDS TO NAVIGATION

onsult U.S. Coast Guard Light List for lemental information concerning aids to ation.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	fee.	foot
Rock Islands	(29°58′N/83°50′W)	3.3	3.0	0.6
Ste nhatchee River Ent, Deadman Bay	(29°40′N/83°23′W)	3.8	3.5	0.7
Pepperfish Keys	(29°30′N/83°22′W)	3.4	3.0	0.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the Natio Survey, with additional data from the Corps

Joins page 11

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C

Colregs demarcation lines follow the general trend of the seaward high water shoreline except where charted.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

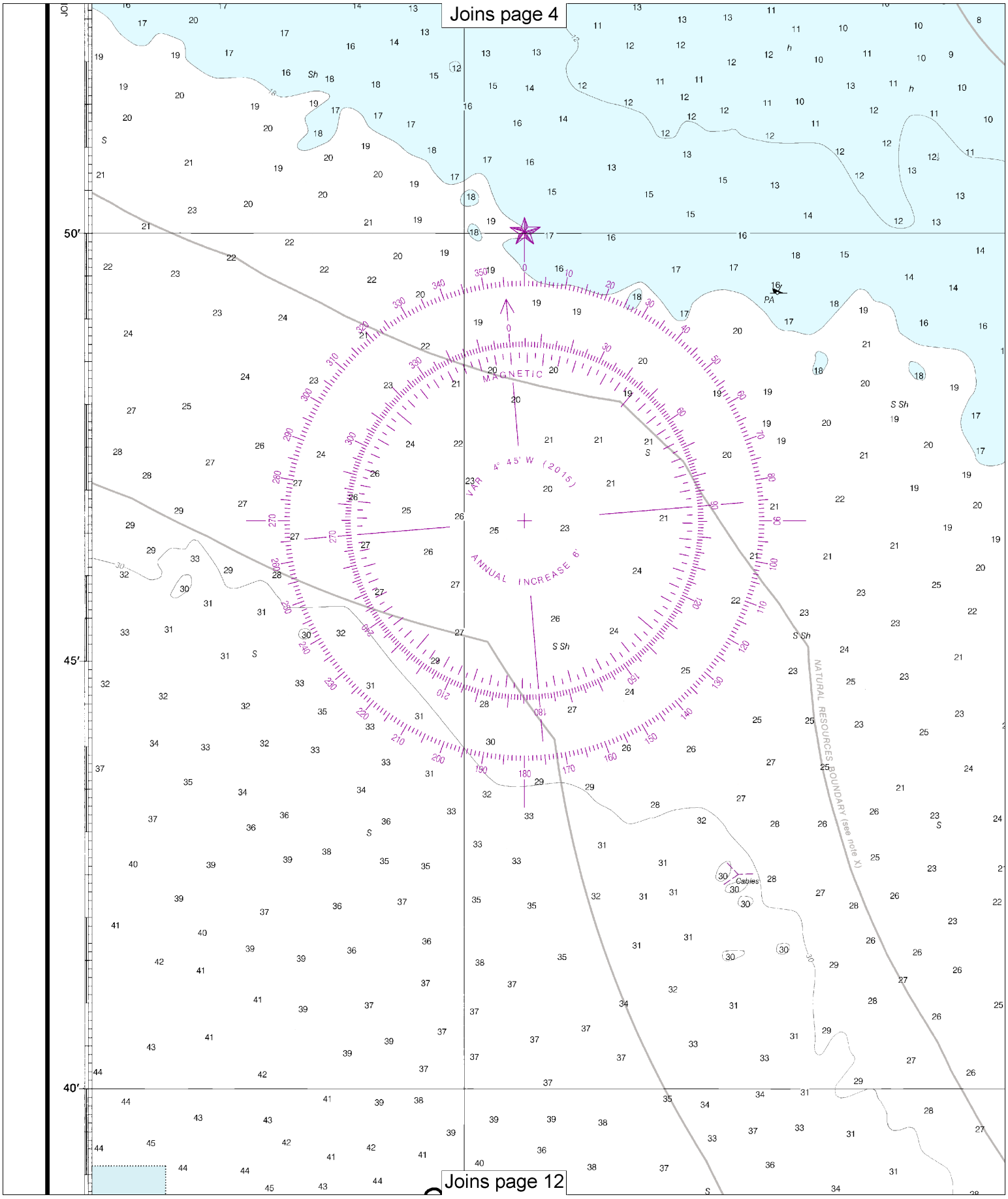
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

Last Correction: 6/10/2016. Cleared through:
LNM: 2916 (7/19/2016), NM: 3016 (7/23/2016)

7



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

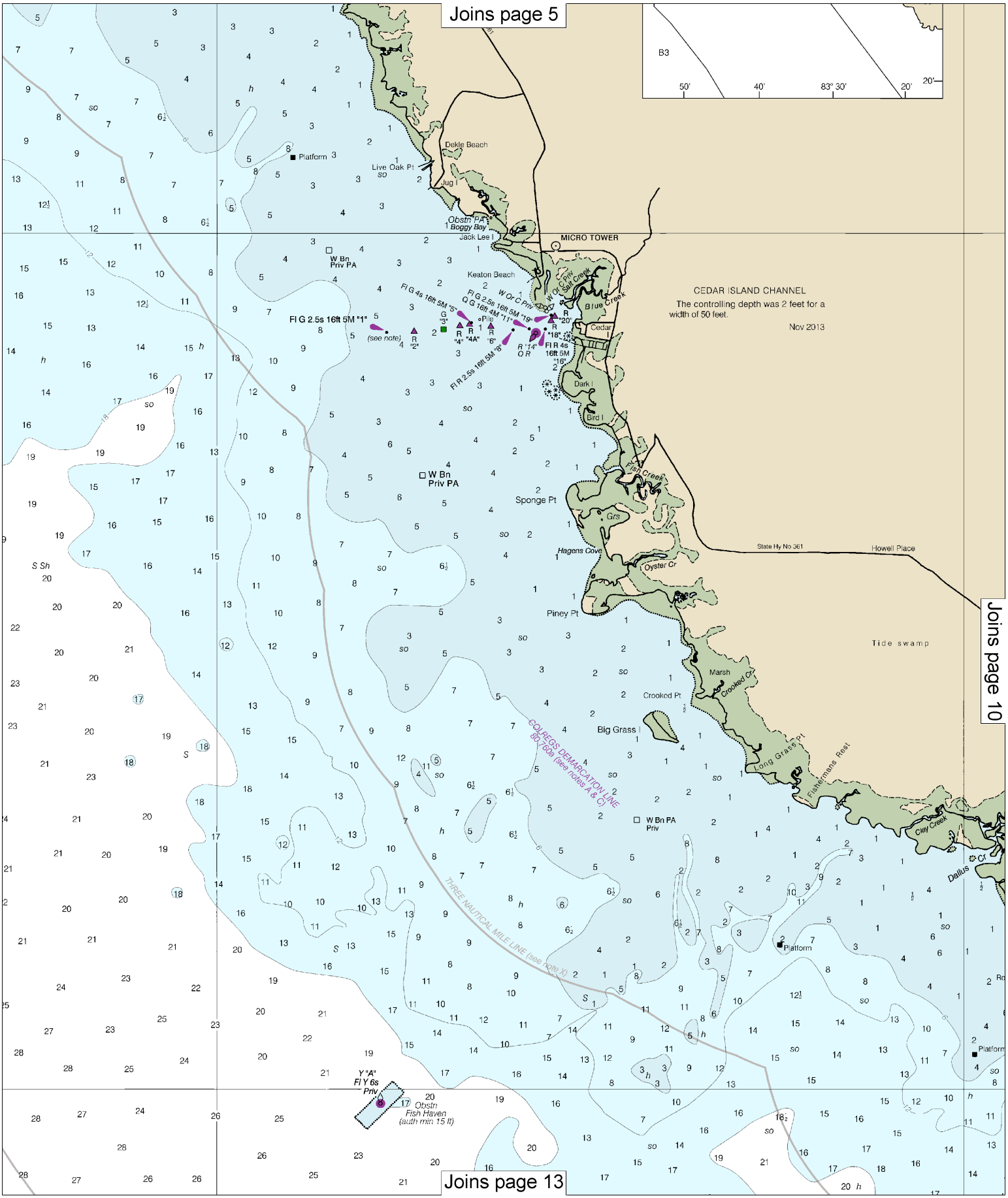
Nautical Miles

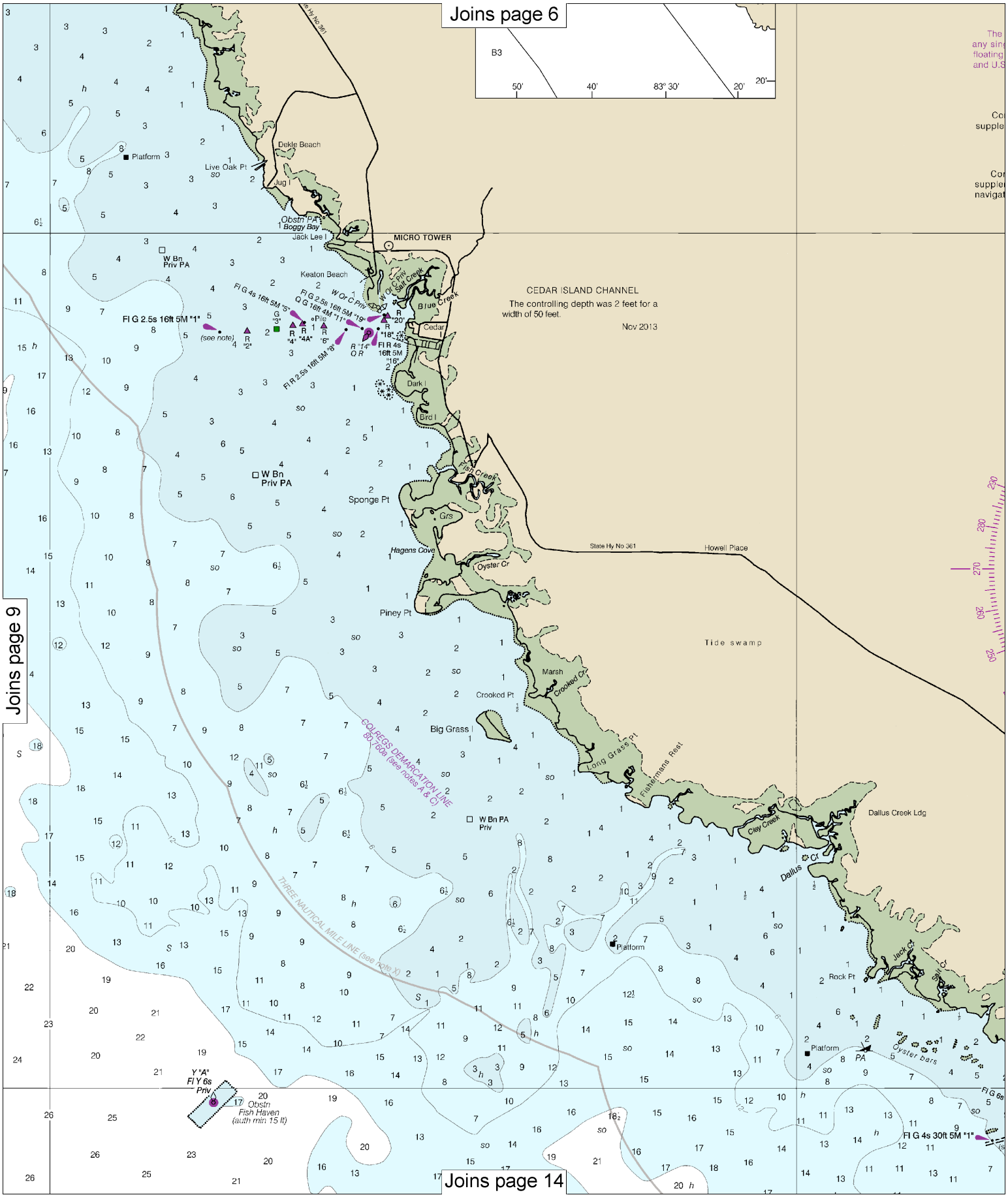
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
B3
50'
40'
83° 30'
20'
20'
Dekle Beach
Platform
Live Oak Pt
Jug I
Obstn "PA"
Boggy Bay
Jack Lee I
MICRO TOWER
W Bn
Priv PA
Keaton Beach
W Or C Prm
Salt Creek
Blue Creek
CEDAR ISLAND CHANNEL
The controlling depth was 2 feet for a
width of 50 feet.
Nov 2013
Fl G 2.5s 16ft 5M "1"
(see note)
Fl G 4s 16ft 5M "5"
Fl G 2.5s 16ft 4M "11"
W Or C Prm "20"
Fl R 2.5s 16ft 5M "8"
Fl R 4s
16ft 5M
"16"
Cedar I
Dark I
Bird I
Fish Creek
W Bn
Priv PA
Sponge Pt
Grs
Hagens Cove
State Hy No 361
Howell Place
Oyster Cr
S Sh
Piney Pt
Tide swamp
Marsh
Crooked Cr
Crooked Pt
Big Grass I
Long Grass Pt
Fishermans Rest
Clay Creek
Dallus Cr
COLREGS DEMARCATION LINE
80.760a (see notes A & C)
W Bn PA
Priv
THREE NAUTICAL MILE LINE (see note X)
Platform
Platform
Y "A"
Fl Y 6s
Priv
Obstn
Fish Haven
(auth min 15 ft)
Joins page 10
Joins page 13



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 7

WARNING

e prudent mariner will not rely solely on
ngle aid to navigation, particularly on
g aids. See U.S. Coast Guard Light List
.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

onsult U.S. Coast Pilot 5 for important
lemental information.

AIDS TO NAVIGATION

onsult U.S. Coast Guard Light List for
lemental information concerning aids to
ation.

Bottom characteristics:

Bldrs boulders	Co coral	gy gray		Rk rock	Sh shells
bk broken	G gravel	h hard		S sand	sy sticky
Cy clay	Grs grass	M mud			

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submr submerged
ED existence doubtful	PA position approximate	Rep reported	

21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

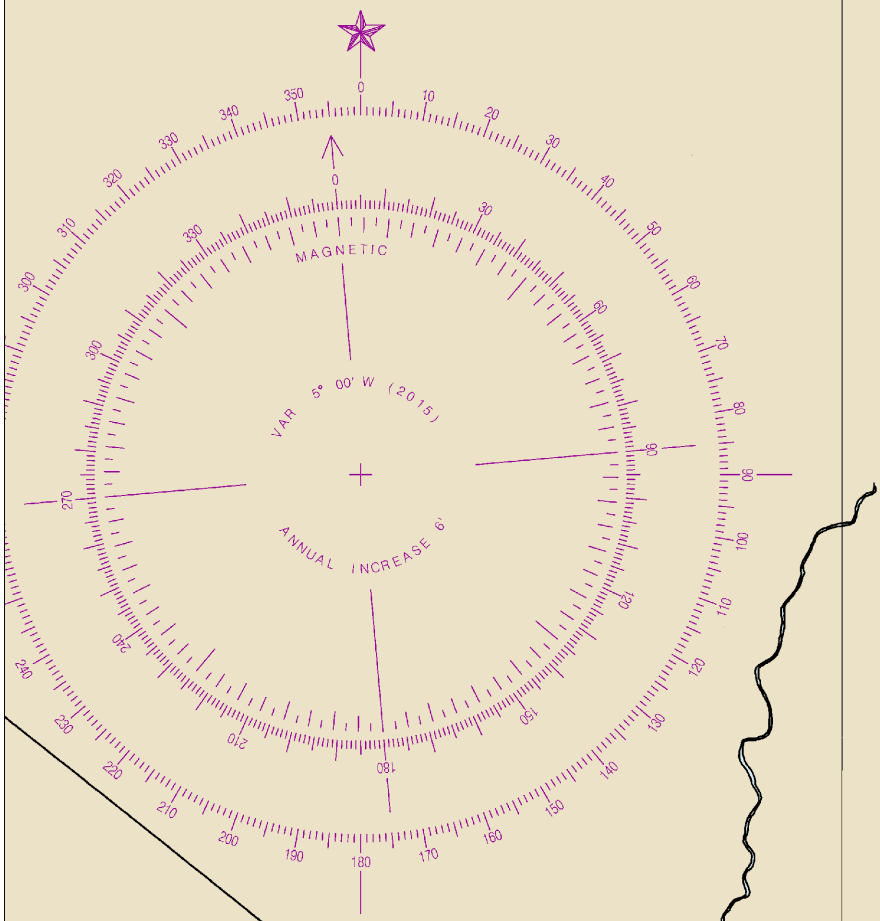
Salem, FL	WWF-88	162.425 MHz

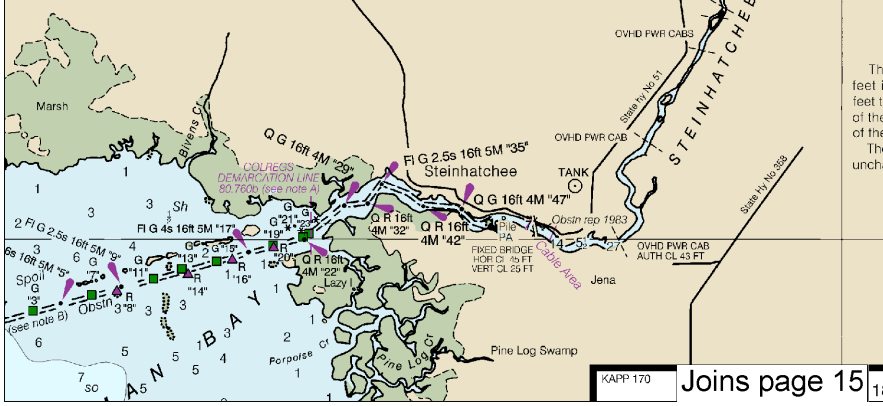
CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)





NOTE B
STEINHATCHEE RIVER

The controlling depth was 4 feet for a mid-width of 75 feet in the entrance channel, 4 feet for a mid-width of 50 feet to the turning basin, and 6 feet in the left outside quarter of the turning basin, with shoaling to 2 feet in the remainder of the basin.

The channel in Steinhatchee River is marked by numerous uncharted day beacons upstream of daybeacon "23".

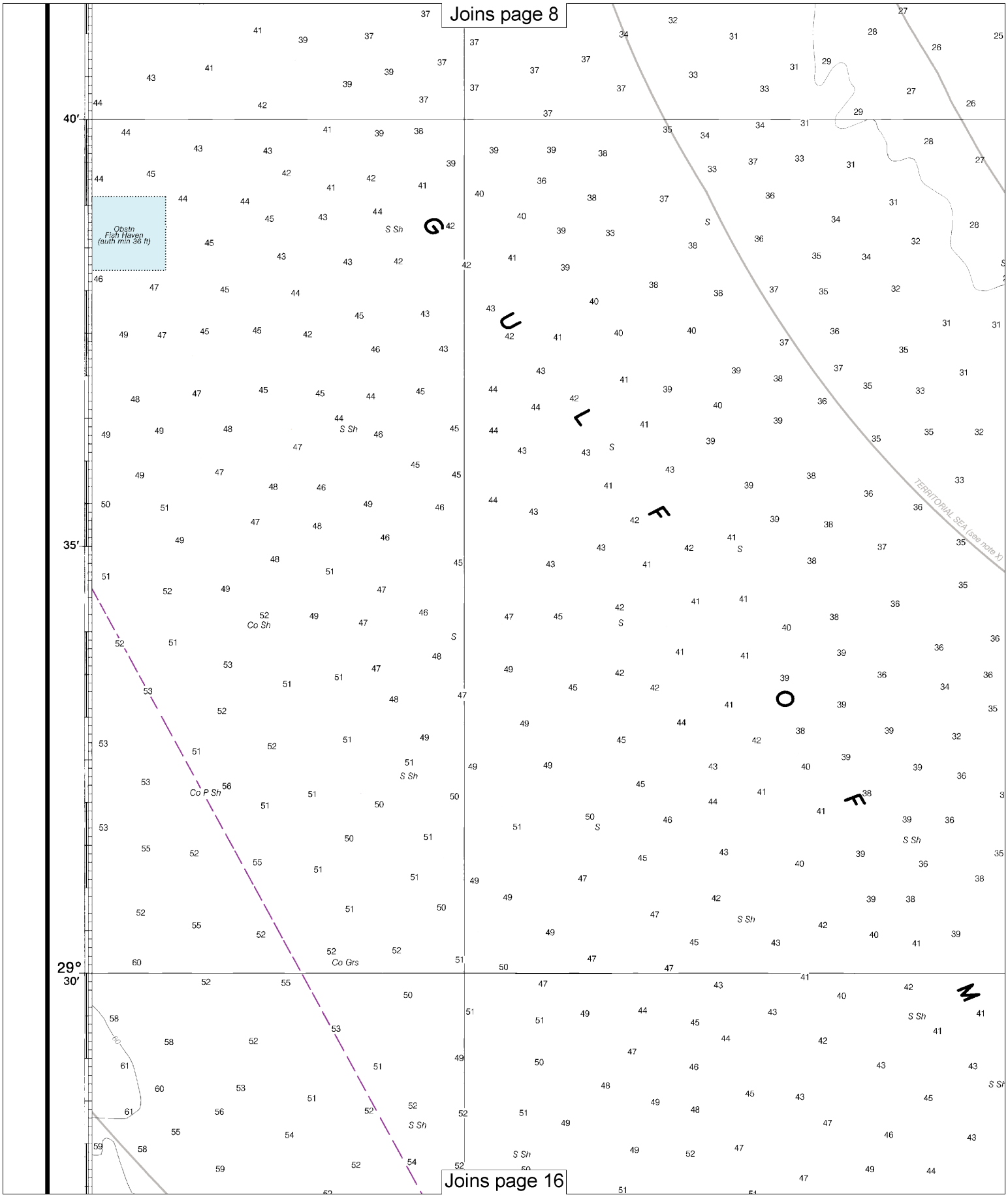
Nov. 2013

50′
45′
40′

KAPP 170

Joins page 15

18′ 17′



12

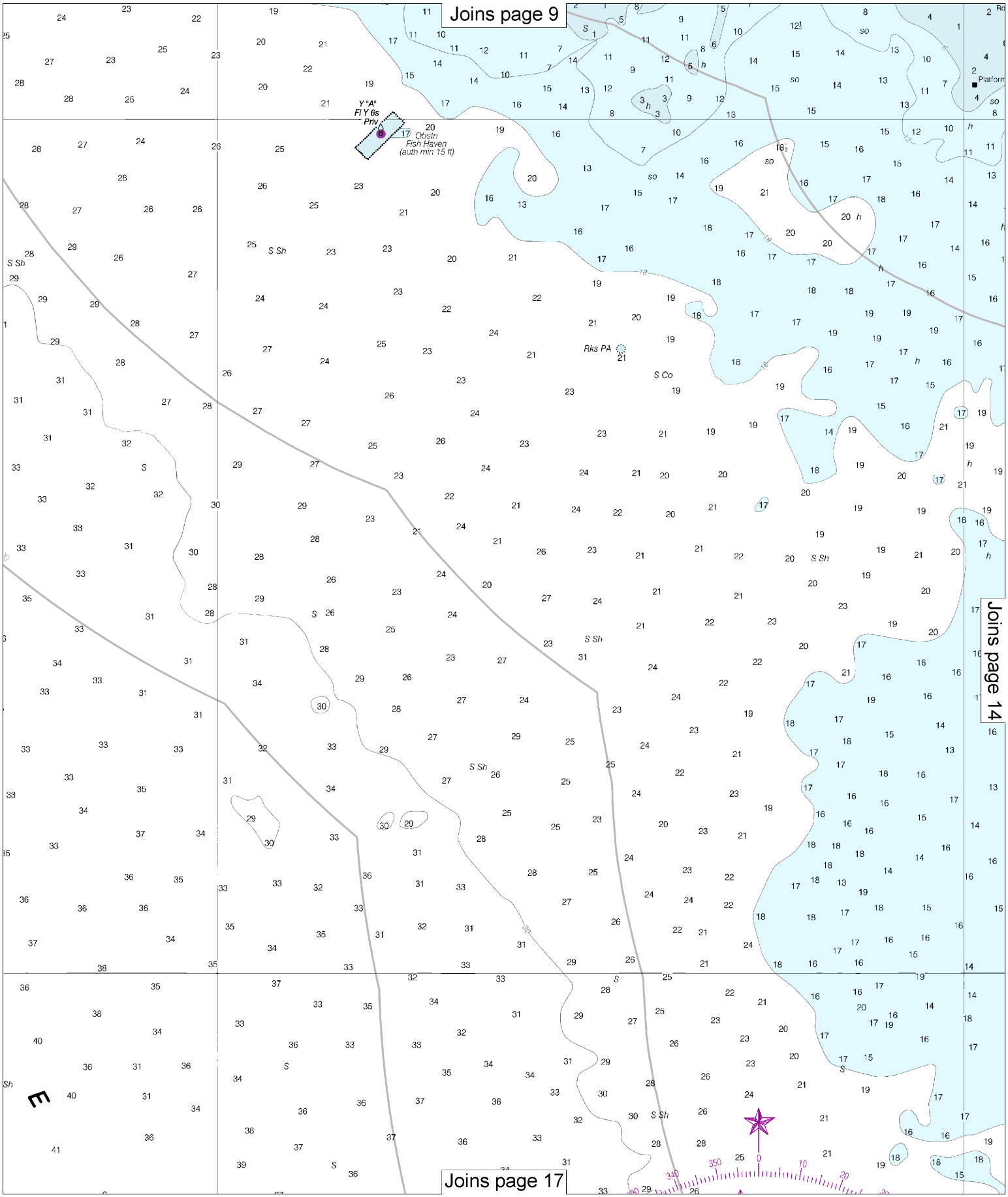
Note: Chart grid lines are aligned with true north.

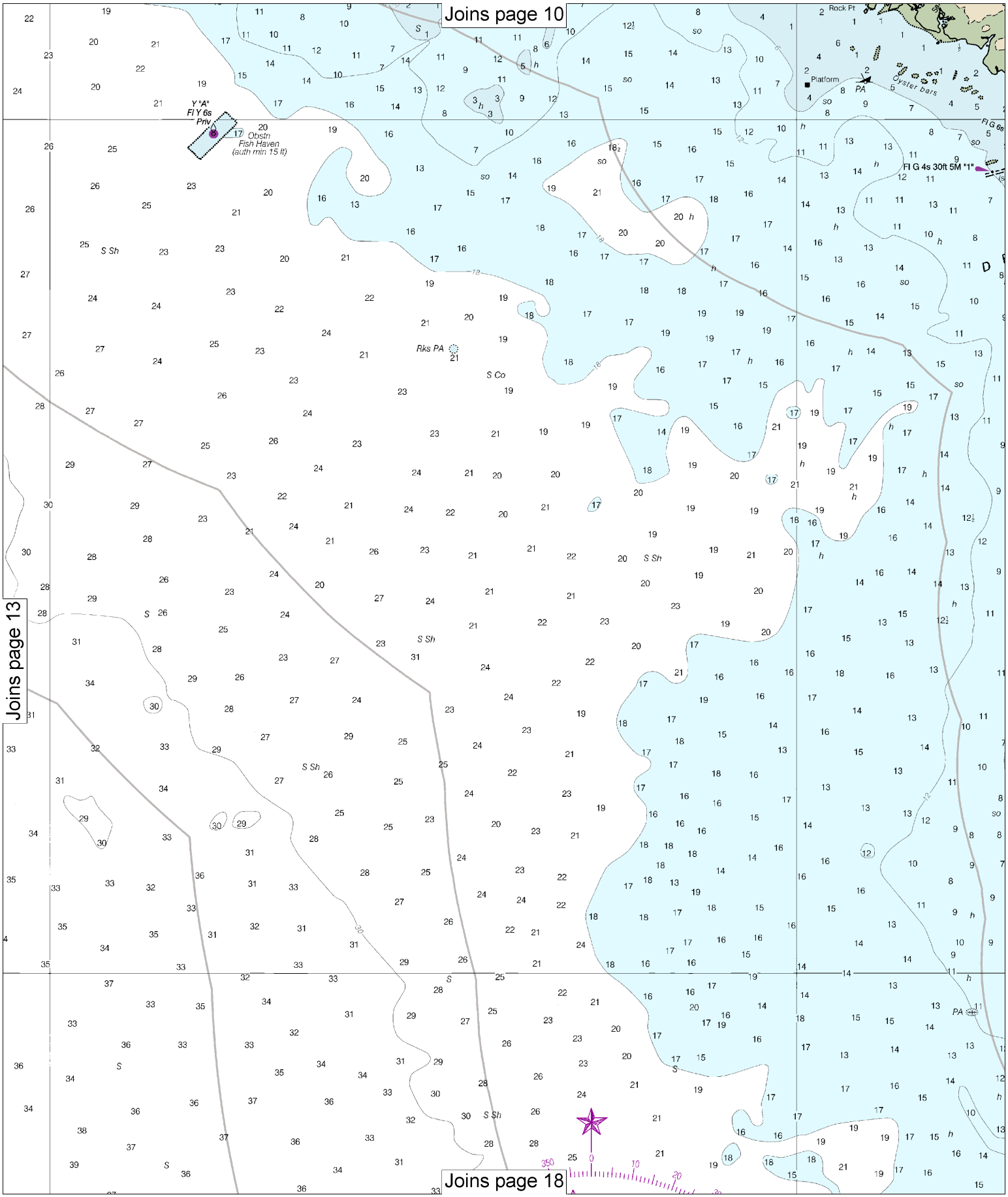
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
Y "A"
Fl Y 6s
Pnv
Obstn
Fish Haven
(auth min 15 ft)
Rks PA
S Co
S Sh
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

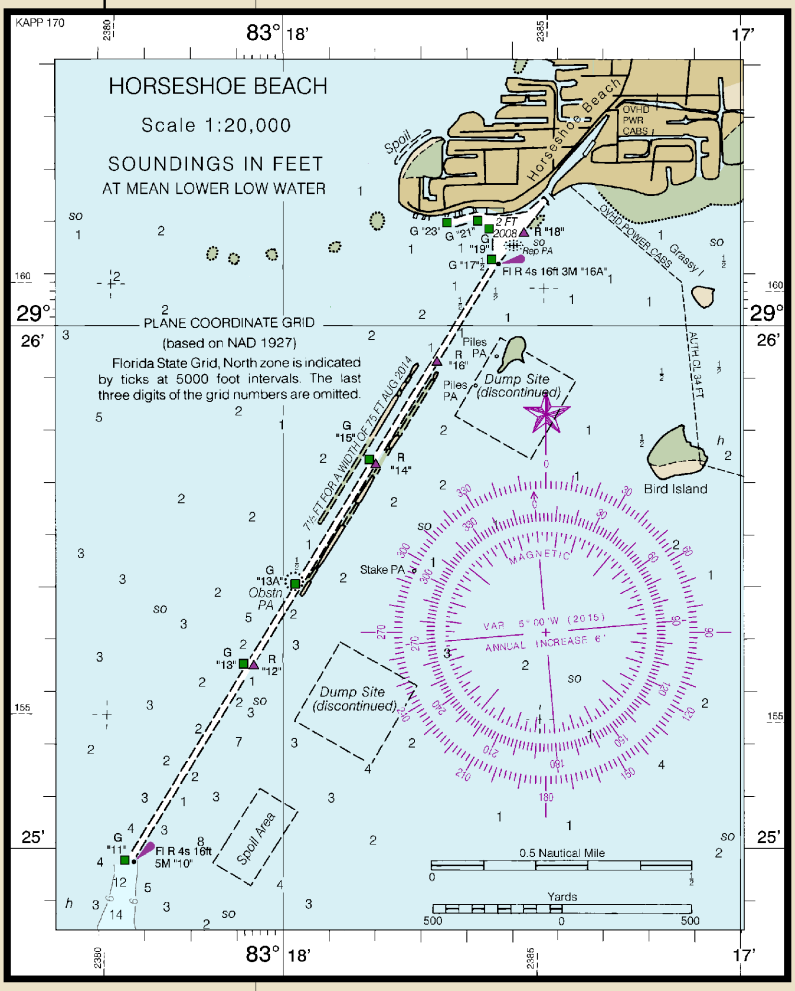
See Note on page 5.

Joins page 11

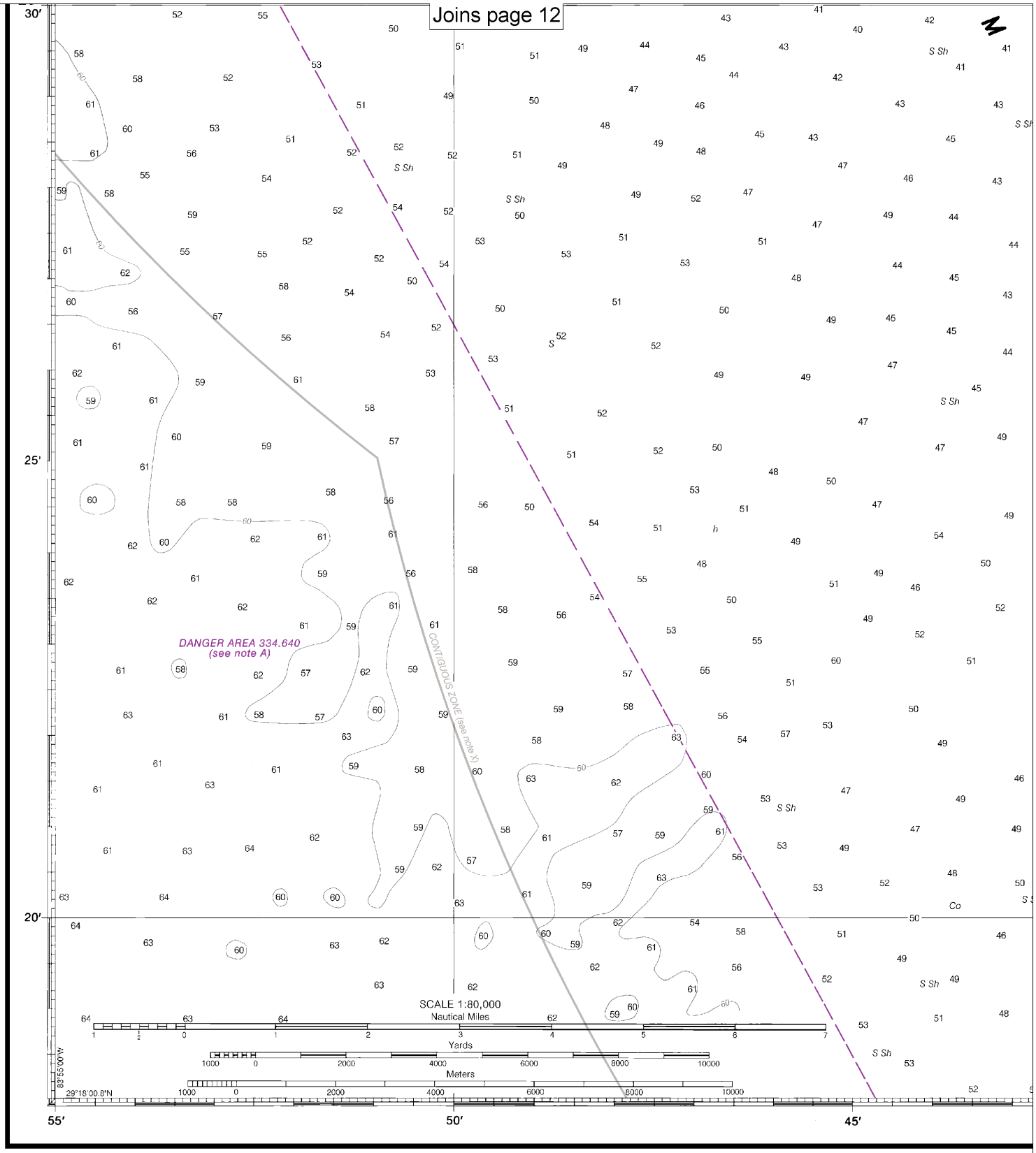
The controlling depth was 4 feet for a mid-width of 75 ft in the entrance channel, 4 feet for a mid-width of 50 feet to the turning basin, and 6 feet in the left outside quarter of the turning basin, with shoaling to 2 feet in the remainder of the basin.

The channel in Steinhatchee River is marked by numerous uncharted day beacons upstream of daybeacon "23".

Nov. 2013



Joins page 19



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CAUTION

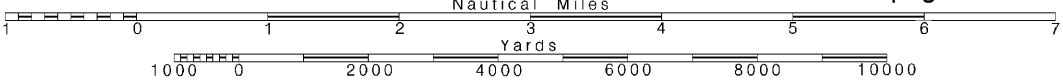
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, about this chart at http://www.nauticalcharts.noaa

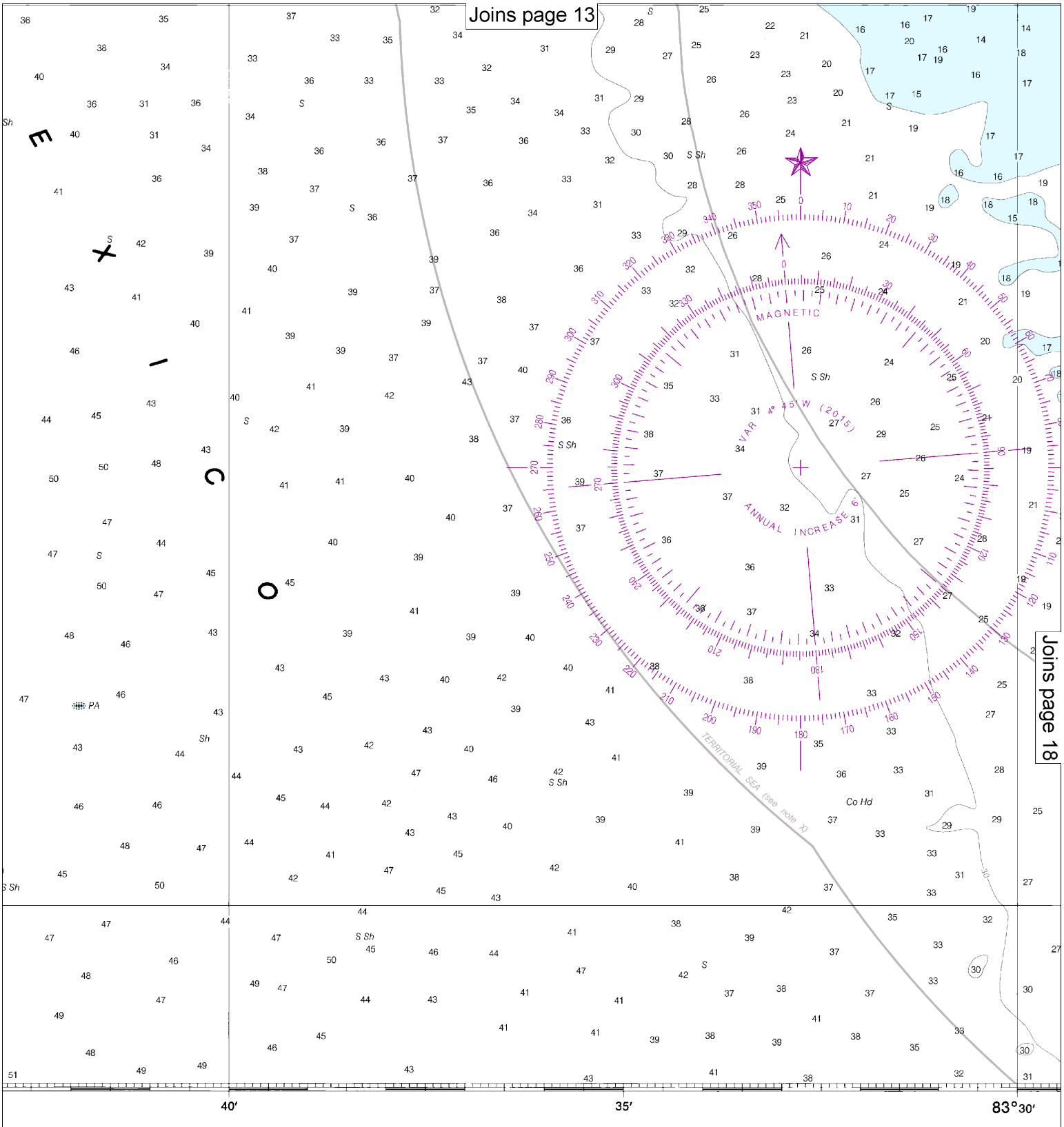
Last Correction: 6/10/2016. Cleared through:
LNM: 2916 (7/19/2016), NM: 3016 (7/23/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~



See Note on page 5.



discrepancies or comments
aa.gov/staff/contact.htm.

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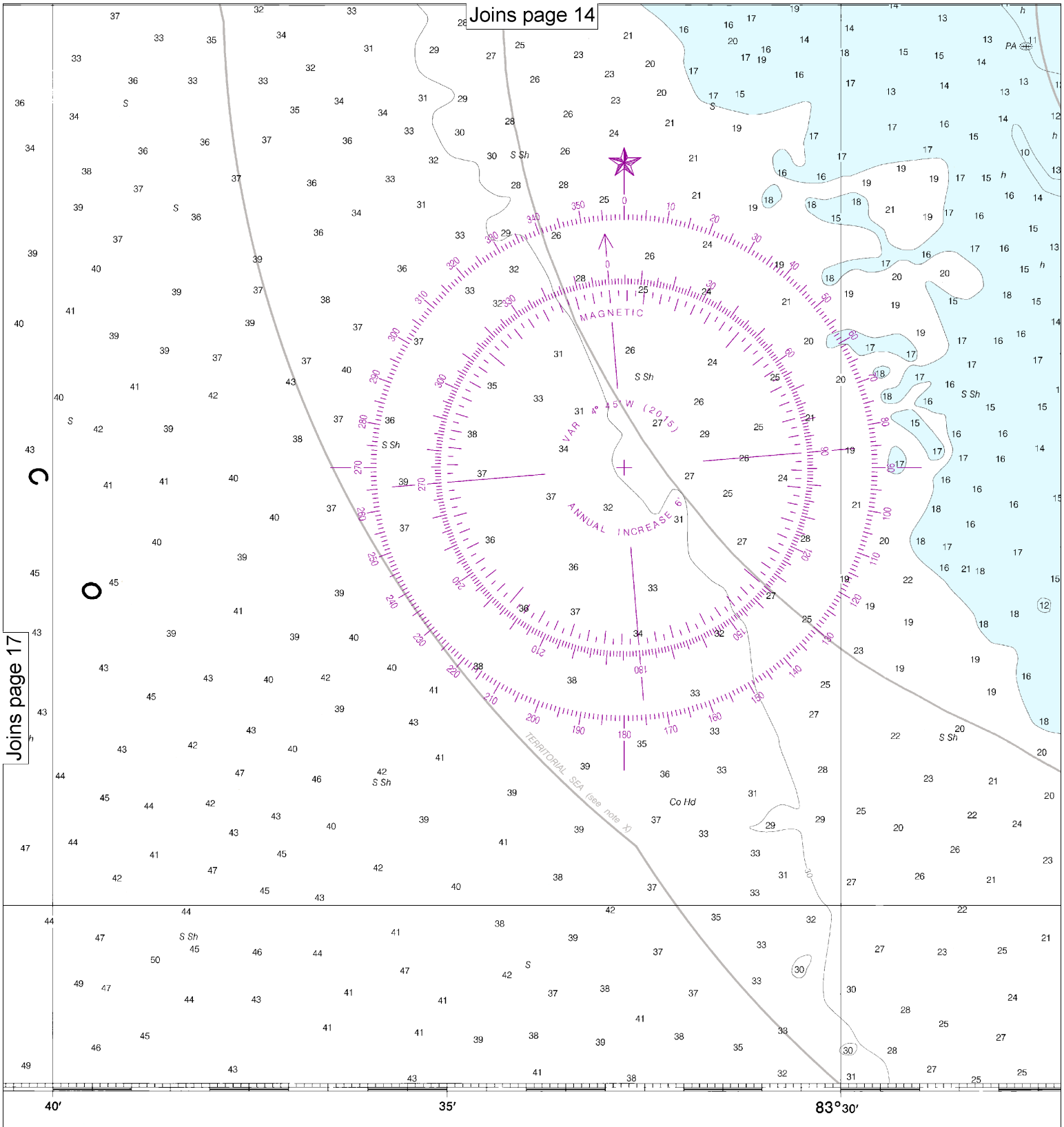
COAST SURVEY

SOUNDINGS IN



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SOUNDINGS IN FEET

FATHOMS
FEET
METERS

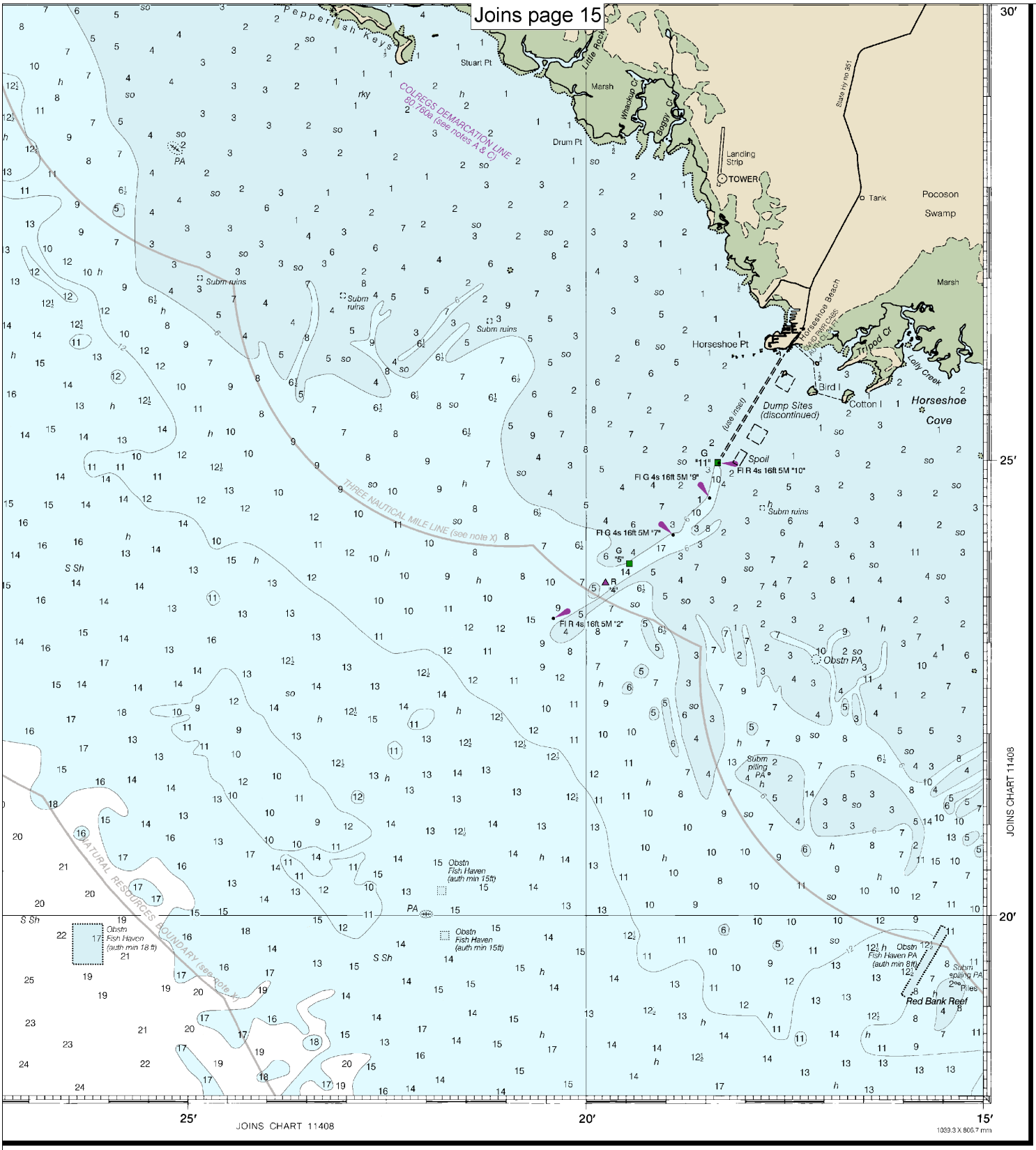
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Horseshoe Point to Rock Islands

SOUNDINGS IN FEET - SCALE 1:80,000

11407

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
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